

Today's Advertisements.

PUBLIC AUCTION ON
TUESDAY, the 6th September,
at the
CENTRAL POLICE STATION.

A LARGE QUANTITY OF
SURPLUS STORES,

Also
255 BREECH LOADING RIFLES, 110
MUZZLE LOADING RIFLES, 300 REVOL-
VERS, about 2000 RIFLES, 1500 REVOL-
VERS, and 10,000 ROUNDS OF MOUSER
AMMUNITION, SUGAR, RICE, COFFEE,
SEEDS, O. L. & Co.
Hongkong, 1st September, 1898. [1047]

TENDERS are invited for the Sale of a
STEAMBOAT to the British Imperial
Government, about 35 feet long over all,
breadth of feet, and speed of not less than 7
knots. The boat should be decked and Coppered,
with accommodation for sleeping, both
fore and aft. The lowest tender will not
necessarily be accepted, and the hull and
machinery must meet with the approval of
Surveying Officers.

Tenders marked "STEAMBOAT" are to be
lodged at the office of the Commodore, H.M.
Naval Yard, before Noon on THURSDAY,
the 15th September.

J. H. WITKEN,
for Naval Storekeeper.

Hongkong, 1st September, 1898. [1046]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF,"

will be despatched as above on or about the 25th

instant.

S.S. "GHAAZE," about 15th Oct., 1898.

S.S. "LENNOX," about 30th Oct., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 1st September, 1898. [1447]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns, at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:

From London, &c., *via* S. Himalaya.

From Persian Gulf, *via* S. Simla and

Pachumb.

Optional goods will be landed here unless

instructions are given to the contrary before 5

P.M. TO-DAY.

Goods not cleared by the 7th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage

obtained from the Godown Company within ten

days after the vessel's arrival here, after which

no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 1st September, 1898. [1448]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 1st March, 1897. [130]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLIMAX, HUMBER and GLADIATOR Co., Ltd.

DUNLOP TYRE'S BICYCLES—PRICES—\$125.

A special reliable Watch made for this Climate.

Quality A.....\$160

Quality B.....\$125

10, QUEEN'S ROAD CENTRAL,

Opposite the Telegraph Office.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKYO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Osaka Coal Mines.

Kanbara Coal Mines.

Tokyo Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wigs Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatani Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Mayumi Clock Factory.

Hongkong, 1st December, 1896. [149]

Intimation.



A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pro-
ffered on account of their excellence.

ABSOLUTE Purity is guaranteed.
The best materials only are used.

The Prices are only half those
charged in England.

WATERS MANUFACTURED BY US are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.C.B.,
D.C.L., F.R.S., &c. the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—
"It possesses an extremely high de-
gree of organic purity and is
"of most excellent quality for
"drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

BIRTH.

On Sunday, the 27th July, at 60, St. George's
Road, S.W., the wife of H. H. HUDSON, Straits
Civils Service, of a Daughter.

DEATH.

On the 27th July, at 17, Coleridge Gardens,
Kensington, after a few days' illness, MARY
HAWSON, wife of Edward William Bait, formerly
of Shanghai and eldest daughter of Miss
Pendergast Jukes, formerly of Hongkong in her
47th year.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, SEPTEMBER 1, 1898.

NOTES AND COMMENTS.

In last night's issue we touched upon
one side of the question of Russia's sudden
change of front as evidenced by her
totally unexpected peace proposals, but
there are many other deductions to be
drawn from her present action. Russia
has of late been moving forward and
acquiring territory and concessions with
a speed to which she has not previously
been accustomed, and each fresh ac-
quisition means an increased expen-
diture of men, money and energy to
place matters upon a secure footing. It
is therefore more than probable that Rus-
sia has arrived at the conclusion that her
hands are sufficiently full for the present,
that what she has bitten off requires time
for digestion and that she must needs take
a rest and dispose of what she has already
obtained before she can comfortably
return to the feast with a renewed appetite.
In other words Russia requires time to
get her new acquisitions in full working
order and fears that she cannot hope to
do so unless she is able to secure
freedom from molestation by the estab-
lishment of universal peace.

But, even supposing that Russia's pro-
position be adopted by the Powers, what
guarantee have we that Russia will abide
by the contract? How are we to know
that she is not making these proposals for
peace and disarmament merely for the
purpose of gaining time to put her house in
order and to take over the coming famine?
Russian wars we well know are crafty.
To the steadfastness of purpose of the autocrat
is added the cunning of the fox to fully
indicate Russia's methods of gaining her
ends, and it is but too probable that the
present proposals are made but as a
means to an end, that end being the
establishment of Russian preeminence in the
Far East. It has long been recognised that
a state of preparedness for war is the surest
method of ensuring peace, and this Russia
has admitted to be the fact by the manner
in which she has constantly striven to keep
pace with the nations in the matter of
armament. May it not then be probable
that Russia's motive for proposing a
general disarmament of the Powers is
that by so doing she sees an opportunity
of placing herself upon an equal footing
with all possible rivals for the time being
and, while gaining "time" for the arrange-
ment of her domestic affairs, ensuring a fair start for herself
when international troubles once more
spring up as they are bound to do.

We must say that we fall to see the
utility of the negotiations now being con-
ducted by Sir CHARLES STEWART SCOTT at
St. Petersburg for the purpose of defining
the Russian and British spheres of in-

fluence in China. In the first place we do
not consider that either Britain or Russia
possess any particular sphere of influence
in China nor do we consider that such is
necessary. Spheres of influence have
never existed and cannot exist now accord-
ing to the treaties with China.

By virtue of the treaties all Powers are
admitted to equal rights as regards China
and any defining of "spheres of influence"
must lead to an abandonment of treaty
rights and so be derogatory both to our-
selves and to the other Treaty Powers
concerned. According to the treaties we
are possessed of equal rights with Russia,
even in what may be pleased to term her
legitimate sphere of influence just as
Russia is entitled to equal trading facili-
ties with us on the Yangtze and the
West River. Therefore, any defining of
spheres of influence must be more derogatory
to us than to Russia, for while her
trade is confined to the northern provinces
British trade extends over the whole
Empire and cannot fail to be injuriously
affected. To put the matter plainly we
shall have our northern trade nipped in
the bud and obtain nothing in the shape
of compensation. An agreement as to
"spheres of influence" will simply mean
another victory for Russia and a defeat
for Great Britain. Our treaty rights
should be maintained at all costs.

REUTER'S MESSAGES.

THE PLAGUE IN BOMBAY.

LONDON, August 30th.
There were 2,300 deaths from the plague in
the Bombay Presidency last week, and 156 in
the City of Bombay.

RUSSIA'S PEACE CONFERENCE.

It is believed that the Powers will accept the
Tsar's invitation to a national conference, but
the fact of France being irritated on account of
not having been consulted before the issue of
the note by her ally, is calculated to prejudice
the assembling of the conference.

WEATHER REPORT.

The Observatory report to-day says:—On
the 1st at 11.30 a.m. The barometer has risen
moderately on the S. and S. E. coasts of China,
and remains almost steady on the E. coast. The
low area, moving N. E., passed into W. Japan
yesterday afternoon; but pressure seems to be
low still between the E. coast of China and the
Loochoos. Pressure continues high in Manchuria.

FORECAST:—Moderate or light W. winds; fair.

LOCAL AND GENERAL.

CHOLERA is reported to have assumed an epi-
demic form in Madras.

Two coolies for stealing wood and clothing respec-
tively got fourteen days each to-day.

FOR exposing the winning number in the Macao
lottery a Chinaman was to-day fined \$35 or six
weeks.

CONSUL-General Wildman has received an in-
timation from General Greene that no Chinese
will be allowed to land at Manila.

THE fine of \$100 imposed yesterday for unlaw-
ful possession of arms was to-day on a rehearing
mitigated to \$10. Mr. Grist appeared for the
defendant.

THE stoppage of the import of Manila rope,
owing to the war, has compelled the East Indian
Railway Company to use the inferior Indian
white-hemp rope.

A RECRUDESCENCE of plague is said to have
occurred in Bombay. At Hubli, a small place
on the Bombay-Madras frontier, 93 cases of
plague were reported in one day.

THE Singapore Government Currency Note
Ordinance came into force yesterday, but accord-
ing to the *Straits Times* the notes will probably
not arrive in Singapore until the end of the year.

A Gazette Extraordinary was issued yesterday
in which H.E. the Officer Administering the
Government revoked the proclamation of 4th
June, 1898, declaring Amoy to be an infected
port.

It is said that wab-wab lotteries are now being
carried on to a great and increasing extent in
Peking. The police are watched by an army
of spies, and would-be informers are regularly
bribed.

THE master of the steamer *Sika* was to-day
fined \$5 for being charged by P.C. Ashmore
with coming to his moorings instead of going
into quarantine after arriving from Amoy, an
infected port.

AFTER the Spanish troops had left the town of
Clases, in Puerto Rico, the inhabitants hoisted
the American flag. The troops thereupon re-
turned, tore down the flag, and cut down a statue
of the inhabitants.

A YOUNG lady, Miss Westbrook, a resident of
Bombay, has died of plague, whilst on a visit to
Belgaum in Western India. She attended a ball
at the residence of the District Judge, where a
number of dead rats had been found.

THE following appointments have been made at
the Admiralty:—
Commander—Cresswell J. Eyres, to the
Unadmiralty, to date July 30th.

Clerk—Henry A. Madge, to the *Powerful*, to
date August 3rd.

THE captain of a steamer sighted the sea serpent
in the Persian Gulf last month. It had a long
body with a huge ball-shaped head with two
large fins or flippers behind it, and an enormous
pair of jaws. The length would probably be not
more than 70 or 80 feet; the body was of a dark
color, speckled with streaks of a dirty white.

LORD Charles Beresford, who has left home for
the Far East, embarks at Batavia on board the
Britannia for Colombo, where he will tranship
into the *Farmanallah*, due here on the 29th
September. On arrival at Hongkong a banquet
will be given in his honour by the local branch
of the Navy League.

IN the Summary Jurisdiction of the Supreme
Court to-day the suit for \$300 demurrage brought
by Da Souza & Co. against Bradley & Co. was
heard by his Lordship the Judge, Mr. A. G. Wise
Mr. Master addressed the Court for
defendants and Mr. H. L. Denays for the plaintiff.
His Lordship reserved judgment.

THE St. Petersburg *Phidomast* states that within
the past few weeks, Great Britain has taken
under her protection the whole of South Arabia
from the Straits of Bab-el-mandeb to the Gulf of
Oman. This, however, has since been officially
denied. British policy in Arabia has not been
changed for twenty years, and Great Britain
merely protects certain coast tribes round Aden.

CAPTAIN Sir Edward Chichester, who succeeded
to his father's baronetcy last week, will, we hear,
in consequence shortly return to England.
Should this be the case it would simplify matters
were the command of the *Immortal* for the
passage home given to Captain A. C. Galloway,
lately promoted from the *Daphne* on the China
Station, and has overcome the necessity of
sending a captain from England.—*L. & C. Express.*

CAPTAIN JOHNS of the Chinese steamer *Lee
Yuen* which arrived from Cheloo to-day reports
that on the 28th ult. at 2.30 p.m. he was hoisted
in a violent typhoon from the N. E. with a heavy
cross sea and rain. On the 29th ult. the
vessel sighted a steamer supposed to be the
Sun Jo Ma. She had lost her funnel and Capt.
Johns laid by her, but when daylight came she
was not to be seen. Capt. John's report further
states that at 4.30 p.m. on the 30th ult. he
sighted a dismantled junk with signals of distress
flying. The junk's people wished to be towed
to a place altogether out of the steamer's
course. On the same day the steamer sighted a
water logged junk from Amoy and she rescued
her crew of 15 men. The junk had been caught
in the "blow" and, like the steamer, she ship-
ped immense quantities of water.

FOR some time past Inspector Baker, of Shan-
ghai, has had an idea that gambling was being
carried on at a village in the district called Sai
Wan Ho. The gamblers were very careful and
it was only by a ruse they were caught. Chief
Inspector Hanson on being applied to sent down
a number of Chinese police disguised as stone-
cutters and they "sprung" a gang of thirty
gamblers playing in a sort of cave on the hill-
side. A scuffle ensued and several con-
stable were injured, one being badly cut about
the head while another got a nasty cut on the
mouth with a revolver barrel. One of the gam-
blers who was arrested some how received a
revolver bullet in his leg, the weapon being to
the possession of one of the gang. Eight arrests
were made and to-day they appeared before
Capt. Hastings charged with gambling and
assaulting the police. For the first offence the
first and second defendants were fined \$75 or
three months, the fourth was fined \$35 or six
weeks and the others \$5 or fourteen days. For
assaulting the officers, the first and second
defendants were sentenced to twenty-eight days' hard
labour, the eighth to pay \$5 or fourteen
days and the rest had to pay \$5 or seven days,
the sentences being consecutive. One of the
prisoners is reported to have been a pirate and
to have often assaulted the police. Mr. Reese
appeared for the defendants and made a vigor-
ous defence on the ground that the scene of the
arrest was not a place "within the meaning of
the Act."

THE "TIMES" ON PRINCE BISMARCK.

Since Napoleon passed away in his island
prison, death has claimed no greater figure in
the higher fields of politics than the statesman
who died on Saturday night in his home at
Friedrichsruh. Prince Bismarck was one of
the few men of whom his contemporaries can
predict with some assurance that his work
will endure. It stands before mankind "four-
square to all the winds of Fate" in the
unity of the German people under the *agis*
of the German Empire. Generations of Ger-
mans had dreamed of such a union. Doctrinaires
innumerable had written and talked of the
means to bring it about. Enthusiasts had
sought to promote it by impossible con-
spiracies and had been savagely punish-
ed for their attempts. It was Bismarck's
ill-fate to do what the brief space of less
than twenty years what all that was wasted among
the German race had passionately longed
to see done, to breathe life into the dry
bones which had lain so long as dead, and to
raise the German name throughout the world to
a pre-eminence of power and repute it had not
enjoyed since the days of the Hohenzollerns.
He was the man *par excellence* of the
savage deed which alone could effect the
sentimental patriotism of his countrymen to
practical ends and convert their vague aspira-
tions into solid and enduring realities. The
unity of Germany and the birth of the new
German Empire are, like all great historical
events, the result of many complex causes work-
ing together. Without the traditions of the
past, without the consciousness of common
blood, and of common interests which those
traditions, embodied in a common literature,
had nurtured and handed down, no statesman-
ship could have welded together as a new whole
the fragments into which war and time had
dissolved the Germans of the Holy Roman
Empire. It was Bismarck's merit to see
very early in his career that it was necessary
to bind them if Germany was ever again to
take her place amongst the nations, and to dis-
cern how the great work was to be done. It was
both his merit and his good fortune to carry
the task he had consciously set himself to a trium-
phant conclusion by a series of political move-
ments clearly conceived and unflinchingly ex-
ecuted. He knew exactly what he wanted. He
never wavered in his purpose. He waited patiently
until his opportunities came or until he could
create them. Then he stalked all his own
future, the fortunes of his Sovereign, of the
dynasty, of Prussia, and of Germany—on the
blow, and struck with all his might, confident
in the Providence which he unquestionably
believed to be specially favourable to himself
and to his cause.

THE TWINNING FAREWELL CONCERT.

There was a large and appreciative audience
in St. Andrew's Hall last evening when Mr.
T. W. Twining gave his farewell concert. This
is hardly the sort of entertainment but the dis-
cussion of the programme made up for the dis-
comfort in its all round excellence and attrac-
tiveness, the names of the performers alone being
a guarantee for the quality of the fare. The first
item was the duet "excelsior" by Mr. S. H.
Morse and our old favourite, Mr. C. H. Grace.
They acquitted themselves admirably and at the
close had quite an ovation. Mr. Danenberg
gave a splendid solo on the piano, playing
Wolfe's "Sonata in A Flat" with admirable
taste. Mr. Grace next sang "Sweet Star of Eve,"
and his fine baritone voice did full justice to the
number, expression and spirit alike being
faultless. Mrs. W. W. Campbell who has a
beautiful soprano voice, made her *debut* with
Mr. Morse, in the duet "Maying," and so well
was the rendering appreciated that the singers
had to return and bow their acknowledgments,
the length of the pro-
gramme precluding compliance with the
honour. "My Sweet-heart when a Boy" was
artistically sung by Morse and he too had a
good round of applause. Mr. W. Mosch
recited Poe's poem "The Raven" with fine
elocutionary power, and Mr. A. C. Van Nieu-
waeghe sang the romance "Look in Mine Eyes," but we
have heard him do better justice to his number.
Anyhow he was applauded warmly at the con-
clusion of his song. Mr. Campbell gave a charming
rendering of Millard's "Waiting" and the audi-
ence would gladly have heard her sweet voice
again. Then Mr. Grace gave "The Bedouin's
Love Song," a beautiful composition which was
given most excellently, and about Mr. G.
is well up to his old form. Mrs. Danenberg
once more displayed her ability as a pianist and
played "Home, Sweet Home" with exquisite
taste and feeling, receiving well-earned plaudits.
A trio "I Navigate" by Messrs. C. Lammer,
Morse and S. H. Somerton proved highly enjoy-
able the three fine voices blending splendidly,
and the tune and solo were perfect. A pleas-
ing and artistic rendering of "The Holy City"
by Mr. Morse brought to a close one of the best
concerts given in Hongkong for a long time past.

THE "TRINIDAD" FOUNDERED.

THE "ROHILLA" COMES TO THE RESCUE.

THE P. & O. steamer *Rohilla* (Captain S. de
B. Lockyer, R.N.R.) which arrived from Yoko-
hama yesterday evening reports as follows:—
"About 5.8 p.m. Aug. 30. Turnabout I, by
N 30 W. 7 miles sighted a steamer apparently
disabled. Steered towards her, found her out to
be s.s. *Trinidad* from Hamburg to Kitching,
she showed a board on the bridge with 'Ship
full of water,' also American ensign unfurled
down at the main, the English pilot jack with a
knot in it forward and the Greek ensign under-
neath. Stopped ship at 5.50 p.m., lowered mail
boat and 4th Life Boat and sent them alongside.
Brought off the centre crew of 20 including one
passenger and their effects. Also sent message
to the water in the event of his abandoning his
ship to take any steps he could to ensure her
sinking as she was a danger to navigation. The
master on coming on board, reported 16th of
water in stokehold and engine room, and had
before leaving, opened sea cocks and removed
cover of circulating pumps. Ship would prob-
ably

THE GOVERNMENT AND CHINA.

From a letter addressed to the Prime Minister by the China Association—dated July 3 and signed by Mr. R. S. Goodry, the honorary secretary—we extract the following passage, which has reference to Chinese railway enterprise. The most important passage in the letter speaks of the danger, arising from international rivalry, that railways may be held to constitute territorial claims, and points out that there are two ways of meeting this risk. China may be either encouraged to assert her sovereign rights, or may be parcelled out into exclusive spheres of national interest. The letter continues:—

It is superfluous to repeat that the maintenance of Chinese integrity appears to the association to consist best with the interests of British commerce. Wisdom and foresight would have dictated the creation in China of a railway bureau with a foreign staff, on the model of the Customs service. With such a guarantee of efficient supervision and administration the Chinese Government would, it is believed, have been able to raise sufficient capital under its own guarantee. If it is too late now to affirm such a scheme in its entirety, it may still not be too late to organize a department capable of imposing some measure of uniformity, and of exercising such a degree of control as to prevent rival concessions assuming national hues and being administered under different systems on exclusive lines. The political element in those concessions cannot be ignored and circumstances are conceivable in which preferential freight and differential rates might be made to subvert national unity.

The reported concession to Belgium of the right to make a line from Peking to Hankow may illustrate the position.

The association is led by this incident to repeat the expression of its anxiety as to the steps that have been taken to give precision to China's promise that no portion of the Yangtze region should be leased or ceded to a foreign Power.

Mauchuria has been given up to Russia, and it is practically certain that no British interest would be admitted in the line which Russia is about to construct between Kirin and Tientsin. It would be consistent to expect that Russia should refrain from encroaching on the British sphere. It would be immeasurably preferable that important trunk lines should be made by China herself—with foreign capital, because foreign capital is necessary—for foreign capital attracted as it might be attracted, by provisions for foreign investment under Imperial control and Imperial guarantee. Failing such methods, however, the association ventures to suggest that Parliament might be invited to protect British interests by a British guarantee. The proposition is based, of course, on the assumption that England is interested in maintaining the Yangtze region intact, and that the control of its approaches is a matter of Imperial concern. It is based on the further assumption that the Russo-Chinese Bank is a Russian State bank, and that an enterprise executed by a State bank has a political aspect. Commercial enterprise may be left to compete with commercial enterprise; private capital may be left to compete with private capital, but the operation of a great State bank cannot be regarded as private finance, either in regard to promissory or default. State finance must be opposed by State finance, and the association ventures to suggest that a great trunk line leading from North China into the heart of the Yangtze Valley is an enterprise too pregnant with political importance to be disregarded.

The contract with Belgium appears to be scarcely less transparent than the alleged transfer of the Changling-Taiwan concession to France. The real control rests in each case with the predominant partner in the alliance which seems to hold China in its grip.

It may be contrary to British precedent for her Majesty's Government to finance a railway on foreign soil, but the circumstances are novel, and it is believed that a proposal to guarantee the cost of the Peking-Hankow line would be approved as readily as the proposal to guarantee a Chinese loan. The cost has been estimated roughly at £5,000,000. Interest on that sum at 4 per cent. would be £250,000 a year.

It is felt that Russia's declaration of interest in Manchuria thinly veils practical annexation, and that she is extending her influence over North China as rapidly as she is extending it over Northern Manchuria. The Russian declaration in Article VI. of the late Russo-Chinese Convention that Port Arthur would be reserved for Russian and Chinese ships is inconsistent with Article III. of the Treaty of Tientsin, and a recent declaration that even Chinese ships will be excluded unless they are offered by Russians throws aside the last pretence of disguise. Port Arthur, we have since been frankly told, is considered Russian, and Russian merchants will consequently have preferential advantages in shipping goods thither from a Russian port.

Your lordship will, it is trusted, pardon a digression that may explain the distrust with which the association would regard the construction of the Han-Kow line by Russo-French finance.

Significance is attached to the promise which China has given not to alienate any portion of the Yangtze region, and the pretension to push forward a Franco-Russian railway into the vital centre of the district is regarded as an intrusion that would be vehemently resented if the case were reversed. The difficulty of persuading China to release such concessions, in the absence of a vital offer, is admitted. It is suggested that her difficulty might have been relieved by a request that the work should be entrusted to British hands.

The question of railway connexion with Burma assumes greater importance in view of recent events. A maritime nation may prefer water to land carriage, especially where a splendid waterway is the alternative to a rugged and difficult railway route. The upper reaches of the Yangtze are still unexplored, but it may be taken for granted that steam transport of some kind will be employed upon them, under the provisions of China's recent promise that all waterways shall be thrown open to steam navigation. There will be a line, however, where these cease to be navigable, and when considerations of accessibility and distance will turn the balance in favour of railway communication with Burma.

If these reflections seem premature, the association ventures to point to the rapidity of recent developments as a reason why no time should be lost in exploring the intervening region and trying to discover feasible lines of approach. It cannot be expected that the exploration required should be carried out by private enterprise, yet it is of great importance to British interests at large. It must, of course, be conducted by competent engineers, whose first duty would be to ascertain the feasibility of extending into South-West China the railway now in course of construction, from Mandalay to the Kanton ferry.

The work is one which the Government may, in the opinion of the association, be fitly requested to undertake. It would not be costly, but it would take time, and no time should therefore be lost.—*Times*.

THE HOOLEY BANKRUPTCY.

EARL DELAWARE AND MR. BROADLEY GET OFF EASILY.

LONDON, August 18th.

Owing to the statements made by Mr. Hooley in his examination in bankruptcy, a certain Mr. Broadley, who had offered a bribe of a thousand pounds for Mr. Hooley to retract charges against the Earl of Delaware, the Official Receiver applied to commit Earl Delaware and Mr. Broadley to prison for subornation of perjury. Mr. Justice Wright, in dealing with the application, found that the money had been offered for the purpose of inducing a retraction of the statements made by the bankrupt, but thought that justice would be satisfied by condemning Earl Delaware and Mr. Broadley to pay the costs of the application. The papers, commenting on the case, agree that both the accused are extremely lucky in escaping so easily.

HOME NOTES.

Not a single Lee-Metford rifle has been surrendered by the Afghis, because they claim to have taken all of these weapons that they possess in fair fight. The rifle sent in are a choice selection of older arms, some of which it has transpired were made up for the tribesmen at Kohat a station on the British Frontier.

Admiral Cervera, it is said, has decided to live in Boston for the rest of his life. He fears that his countrymen, if he returned without his fleet, would not be too far from a point upon which to give him a hearty welcome.

"There's a good dead of human nature in a puppy," remarked the philosopher, calmly watching Fido tearing his front hat to pieces; "almost as destructive as one of my little nephews." Mrs. Bouncer—"Why, professor, don't you see he's got your hat?" The professor—"I thought I saw it, I thought it was one of the boarder's hats. Take that you whelp!"

The Duchess of Southland attended the council meeting of the Society of Women Journalists, and occupied for the first time the presidential chair in which Mrs. Craigie, the Hon. Mrs. Henniker, and Mrs. Meynell have sat before her. The Duchess has herself been a casual contributor to the press, which her brother, Lord Rosslyn, has taken to editing recently.

Mr. G. F. Watts, R.A. is over eighty, but years do not impair his artistic energies. Late in life he has been himself with the erection of a bust of himself in the village of Compton, on Moor, in Surrey, near which his country house, Limerick-leaze, is situated. The work has been carried out entirely by the villagers, under the superintendence of Mr. and Mrs. Watts.

A sentry at Gibraltar was violently charged by a mad bull the other day, and smartly repulsed to receive cavalry. The bayonet succeeded in piercing the bull's breast; but the soldier was hurled backward by the force of the charge, and was only rescued from the enraged bull by the arrival of the guard. We draw a sigh of relief to learn that the bayonet did not crumple up.

The Mayor of Lille evidently thinks the fair theatre-goer has been pampered long enough, and has issued the following decree: "Ladies, be seated! the stalls must now be left to the men; hats are altogether forbidden! This would seem to indicate that the mere male is not the down-trodden creature we have been led to believe, and that masculine tyranny still flourishes in the provinces."

According to a contemporary the leading religions of the world now claim to have adherents scattered over its surface, as follows:—Protestants, 200 million; Roman Catholics, 105 million; Greek Catholics, 105 million; Judaism, 8 million; Mohammedans, 180 million; while all the rest are classed as heathens and numbered at 822 million. So there is still some work for the missionaries to accomplish.

A year ago an aide-de-camp of the Prince of Bulgaria, in conjunction with a superior officer of police, murdered a Hungarian singing woman; and for this they were very properly hanged. But what happened between sentence and execution was rather extraordinary. In the first place the death penalty was commuted to imprisonment for life. The two convicts then appealed against this sentence, with the result that the death penalty was restored and carried out.

A writer in *Chamber's Journal* points out that the sums paid in estate duty on single estates since Sir Wm. Harcourt's manipulation of the Death Duties, are startling a millionaire being valued in estate duty alone to the extent of £50,000; while if his estate descends to others than his children another £50,000 at least may be added for succession duty. In Scotland the estate tax has been paid the largest duties are those of the late Earl of Moray and the late Duke of Hamilton. In England they have been matched recently by the estate of the late Mr. Isaac Holden; and in other cases considerably surpassed.

The gift to the Casino by the French nation consists of a Chantilly lace shawl, about three yards long by one in breadth, but wrought of polychrome threads like Venetian embroidery instead of being in one colour only. Round the edge runs a border of narcissi exactly counterfeiting the delicate hues of nature. This encloses two sprays of red and yellow roses which meander intertwined along the four sides of the rectangle, the central space of which is dotted all over with lilacs on a ground of gold.

Best of all! At London, while in each corner is the monogram of Alexandra Fedorovna, surrounded by an Imperial crown wrought in gold.

THE HISTORY OF TIN.

A monograph by Mr. S. B. J. Skerrett directs attention to the fact that tin is the most sparingly distributed of all the metals in common use. The known goldfields cover more than 5,000,000 square miles, the tin fields have an area of less than 15,000 square miles. There are seven tin districts in Europe, producing about 5,000 tons yearly, of which the Cornish mines yield about 3,000 tons. Asia has two tin areas—Roman, in China, estimated by some of the best authorities to produce 10,000 to 20,000 tons yearly, but proved by official figures to yield less than 4,000 tons; and the Straits Settlements and adjacent principalities, yielding 13,000 tons yearly, the richest yield in the world. Africa has no known tin mine; North America no payable mine; South America only one tin area, Bolivia and Peru, yielding less than 4,000 tons a year; Australasia, contributes about 6,000 tons a year.—*Straits Times*.

ARRIVAL OF THE "CHINA."

Shortly after three o'clock this afternoon the U. S. chartered steamer *China* arrived in harbor from Manila. She brought over Major-General Merritt Governor-General of the Philippines, and General Greene. General Merritt will leave by the English Mail liner *Chawson* on Saturday to attend the meeting of the Peace Commission at Paris and General Greene will according to telegraphic instructions proceed to Washington at the earliest opportunity, probably to advise on the Philippine question.

THE POWERS AND CHINA.

(From our Correspondents.)

SHANGHAI, July 29th.

The Provincial Treasurer being unwilling to accept the responsibility of according to the French terms for a settlement of the Ning-po Guild dispute, the matter has been referred to Peking. The local authorities express their readiness to negotiate on the question of the settlement extension with the Consuls concerned, independently of the guild affair.

July 31st.

Mr. Curzon's statement, as telegraphed by Reuters Agency, regarding the Labuan (Peking-Hankow) Railway, and the assurance given to Sir Claude MacDonald in Peking, is impossible to sustain in the face of the text of the loan contract. By that agreement, of which I have seen an authentic Chinese version, Russia virtually challenges England's rights in the Yangtze Valley. Article 1 makes the entire railway the security for the loan, in which Russia has the predominant interest. Of this she makes no secret, and this fact has become doubly significant since Mr. Pavlov's veto against a mortgage of the Kichu line as security for a British bank loan. The Russian bank now practically becomes owner and controller of the Han-Kow Railway, the bonds being lodged with that bank in Paris. An additional article appoints an arbitrator the Minister representing Peking the country where the bonds are issued. Well-informed Chinese state that Sheng signed the contract under pressure exercised by Li Hung-chang.

This latest achievement of Russian diplomacy is a direct menace to British interests in Central China.

The Chinese authorities have brought to the notice of the French authorities a formal agreement which they state was negotiated between the French and the Chinese Ministers in 1874 in settlement of the Ning-po Guild affair of 1874. The terms included a money indemnity for the Chinese killed on that occasion, and an undertaking that the Guild should be allowed to remain in undisturbed possession of the land in perpetuity.

HONGKONG, July 31st.

Much indignation is expressed here at the terms of the Kowloon Convention, which are gradually becoming known. The Chinese reservation of Kowloon city cannot be tolerated. The Executive Council has been considering the Chinese Customs demands. These include three places in Hongkong Harbour, where the Customs can examine junks, a European Commissioner of Customs, and also a Chinese mandarin to act as trade commissioner and reside in Hongkong. Both British and Chinese subjects bitterly resent the Customs demands, and the community consider the nature of the concession most unsatisfactory.

PEKING, July 29th.

A representative of the Deutsch-Anstaltsche Bank Syndicate accompanied the Chinese Secretary to the German Legation at a meeting of the Tung-shi Yamen yesterday. No reasonable doubt exists that unless speedy opposition is offered Germany will secure the reversion of the concession for a trunk line from Tientsin to Chinkiang. The terms are favourable, and the line, which will be parallel to the Peking-Hankow line, will be of great strategic and industrial importance, traversing the richest portion of the Yangtze Valley.—*Times*.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1895.

Barometer	29.818
Thermometer	80.1
Humidity	77
Rainfall	8.8

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.82	29.75
Thermometer	83	85
Humidity	78	77
Rainfall		

TO-DAY.

Thursday, 1st September, 1898.

(St. Giles.)

Chinese—10th of 7th moon of 8th year of Kwong-shi.

Sun—Rises 5.45 a.m. Sets 6.15 p.m.

Moon—In Equator 11.5 p.m.

High water—Morning 8.15 a.m. Afternoon 1.10 p.m.

Low water—Morning 8.15 a.m. Afternoon 1.10 p.m.

ANNIVERSARIES.

1843—Typhoon in Hongkong; 23 vessels wrecked or damaged.

1854—Petropaulowsky bombarded by the French and British.

1870—Mr. Viceroy of Nanking, died of wounds inflicted by an assassin.

1875—The first Chinese-built ironclad launched at Kiangnan Arsenal.

1890—Foundation stone of Gap Rock Light-house laid.

1896—Rebellion reported in the Philippines and a British gunboat telegraphed for by the British Consul.

TO-MORROW.

Chinese—11th of 7th moon of 8th year of Kwong-shi.

Sun—Rises 5.45 a.m. Sets 6.15 p.m.

Moon—In Equator 11.5 p.m.

High water—Morning 8.15 a.m. Afternoon 1.10 p.m.

Low water—Morning 8.15 a.m. Afternoon 1.10 p.m.

ANNIVERSARIES.

1666—Great Fire of London.

1809—Treaty between Austria and China signed.

1837—Machow a notorious pirate chief sentenced to transportation.

1870—Surrender of Sedao.

1877—Kagoshima seized by the Japanese rebel leader Saigo.

1879—The *Vega* arrived at Yokohama after discovering the North West Passage.

1891—Serious anti-foreign riots at Ichang.

1893—Death of Sir James Russell, Ex-Chief Justice of Hongkong.

1896—Rokuyo, Japan, destroyed by earthquake; many lives lost.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Autie*) to-morrow.

Australian (*Tahiti*) 31st inst.

Indian (*Sukang*) 31st inst.

American (*Dork*) 10th inst.

Australian (*Memur*) 11th inst.

Canadian (*Empress of Japan*) 12th inst.

Tacoma (*Victoria*) 16th inst.

American (*Gulfport*) 22nd inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Vancouver at 6 a.m. yesterday, the 31st ult.

THE China Navigation Co.'s steamer *Kwangsi* from Glasgow, left Singapore for this port this morning, the 1st, and may be expected here on or about Tuesday the 6th inst.

We are informed by the Agents (Messrs. Gibb Livingstone & Co.) that the E. & A. S. S. Co.'s steamer *Memur* from Sydney, etc., left Port Darwin for Timor and Hongkong, to-day, the 1st inst.

We are informed by the Agents (Messrs. Arnhold, Karberg & Co.) that the steamer *Malaya* from Copenhagen, Gothenburg and Antwerp, left Singapore for this port, to-day, the 1st, and may be expected here on the 7th inst.

THE O. & O. S. S. Co.'s steamer *Doric* with mails, etc., from San Francisco to the 13th ult., via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Indra (P.O.) at Kowloon Dock

Ningchow " " "

Olympia (U.S.S.) " " "

Talis " " "

Concord (U.S.S.) " " "

Maria Johanna " " " Cosmopolitan

Little Bird " " "

PASSED THE CANAL.

OUTWARD—*Formosa*, *Monmouthshire*, *Kwangsi* August 31st; *Gloria*, *Indralena* 9th; *Natal*, *Flintshire*, *Undaunted* 12th; *Johny Sanderson*, *Wiltshire* 16th; *Carlton* 19th; *Ulysses*, *Nürnberg*, *Ningpo* 23rd.

HOMeward—*Shanghai*, *Della*, *St. Nidan* August 23rd.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. RUDWIG, M.D., Butter-Knowledge, Darlington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

To be Let.

TO LET.

"BELVEDERE"—4 Rooms, Bungalow, Plantation Road—to be let. Furnished for 6 months from 17th September.

"SEMI-DETACHED VILLA RESIDENCE" on Bowen Road ("now in course of erection.")

FLOORS in STANTON and ELGIN STREETS.

No. 3, RIFON TERRACE.

No. 3, ELGIN STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th August, 1898. [12]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business contributed during the Half Year ended 30th June, 1898, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.

THIS, I. ROSE, Secretary.

Hongkong, 25th August, 1898. [1024]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAWNS or old FURNITURE to be made into Baskets for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1898. [400]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, LA-HAUS ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1898. [41]

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN DAVID HUMPHREYS DECEASED.

NOTICE is hereby that Sir JOHN WORRELL CARRINGTON, Kt., C.M.G., LL.D., Chief Justice of Hongkong has made an order under SECTION 58 of ORDINANCE No. 3 of 1897 limiting the time for Creditors to send in their CLAIMS against the above estate to the 1st day of November, 1898.

ALL CREDITORS are hereby required to send in their CLAIMS to the Underigned before the above date.

Dated the 29th August, 1898.

H. HUMPHREYS, J. A. JUPP, Executors of the above Deceased.

1040

WANTED.

TO rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.

Apply by letter to

M.S. c/o Hongkong Telegraph Office.

Hongkong, 30th August, 1898. [1042]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENT

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	MARSEILLES, LONDON, NEW CASTLE AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO	To-morrow, 2nd Sept., at 10 A.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHIAFOO, CHEMULPO, HAKSAGI, FUSAN AND GEMAN.	Friday, 2nd September, at Noon.
MIKE MARU	Kobe and YOKOHAMA	Friday, 2nd September, at 4 P.M.
KAO-SHIMA MARU	BOMBAY, VIA SINGAPORE & COLOMBO	Tuesday, 5th September, at Noon.
YAMAGUCHI MARU	SEATTLE (WASH.), VIA KOBE, YOKOHAMA AND VICTORIA, B.C.	Thursday, 8th September, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Thursday, 15th Sept., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA

Manager.

Dr. KNORR'S
ANTIPIRYNE

patented

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used to Gonorrhea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

Dr. OVERLACH'S
MIGRAININE

(ANTIPIRYNE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neuritis, influenza, grippe, &c.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.

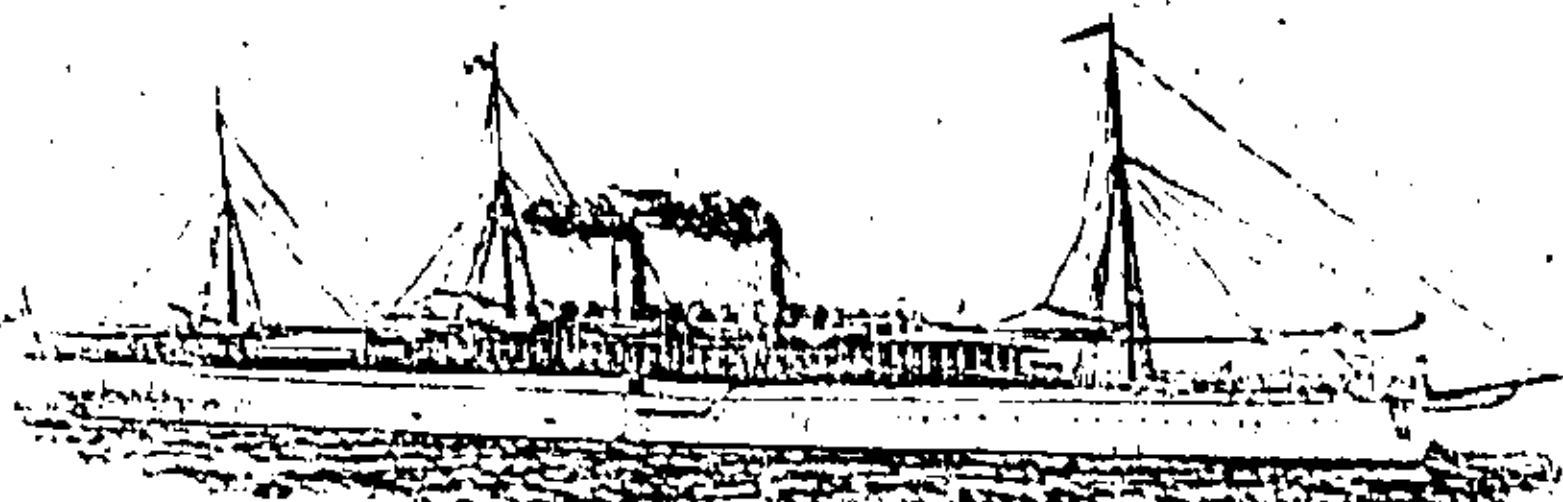
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fadder's Street.

Shipping.

STREAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 1st September, 1898. [1044]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOSUNG,"

Captain Dowson, will be despatched as above TO-MORROW, the 2nd instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st September, 1898. [1036]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on SATURDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1898. [1030]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT)

THE Company's Steamship

"YUENSANG,"

Captain Rolf, will be despatched as above on SATURDAY, the 3rd September, at Noon.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th August, 1898. [1037]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frempton, will be despatched as above on MONDAY, the 5th September, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1898. [1031]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS)

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above on TUESDAY, the 6th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1898. [1026]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LIV,"

will be despatched as above on or about the 8th September, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd August, 1898. [929]

SAILING VESSEL.

FOR NEW YORK.

THE "A" Norwegian Bark

"PRINCE ARTHUR,"

Captain Olson, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th July, 1898. [858]

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)HAMBURG
AMERICA LINE.
(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
'SARNIA' Ehlers	HAVRE AND HAMBURG.	About 7th September. Freight and Passage.
SUEVIA Fück	HAVRE AND HAMBURG.	About 15th September. Freight.
'SILESIA' Wichers	HAVRE AND HAMBURG.	About 25th September. Freight and Passage.

* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 29th August, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... [3,540] A. Dixon... [Sept. 17]

Victoria... [3,167] J. Truebridge... [Sept. 27]

Olympia... [2,608] T. H. Dobson... [Oct. 22]

Columbia... [2,605] A. Gow... [Nov. 1]

Also

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul... [3,654] C. H. Butler... [Sept. 10]

Dramar... [3,601] E. Porter... [Nov. 5]

* Calling at AMOY.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th August, 1898. [1040]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Pranien... [Wednesday] 14th Sept.

Darmstadt... [Wednesday] 12th Oct.

Sachsen... [Wednesday] 9th Nov.

Bayern... [Wednesday] 7th Dec.

Prins Heinrich... [Wednesday] 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship "PREUSSEN" Captain R. Helms, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES AND GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 12th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 13th Sept. and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th August, 1898. [995]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 20th August, 1898. [5]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Arica (via Nagasaki), Saturday, 10th Sept., Kobe and Yokohama (For Cargo only).

THE U. S. Mail Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE AND YOKOHAMA, on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4. in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd August, 1898. [1041]

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Any order for all these publications will be sent promptly upon application, either in person or by mail, and will be sent by express, free of charge, to all parts of the United States and Canada. The Catalogue is a valuable reference work for all who are interested in the above mentioned goods and services.

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No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

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Hongkong, 27th September, 1898. [41]

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Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [39]